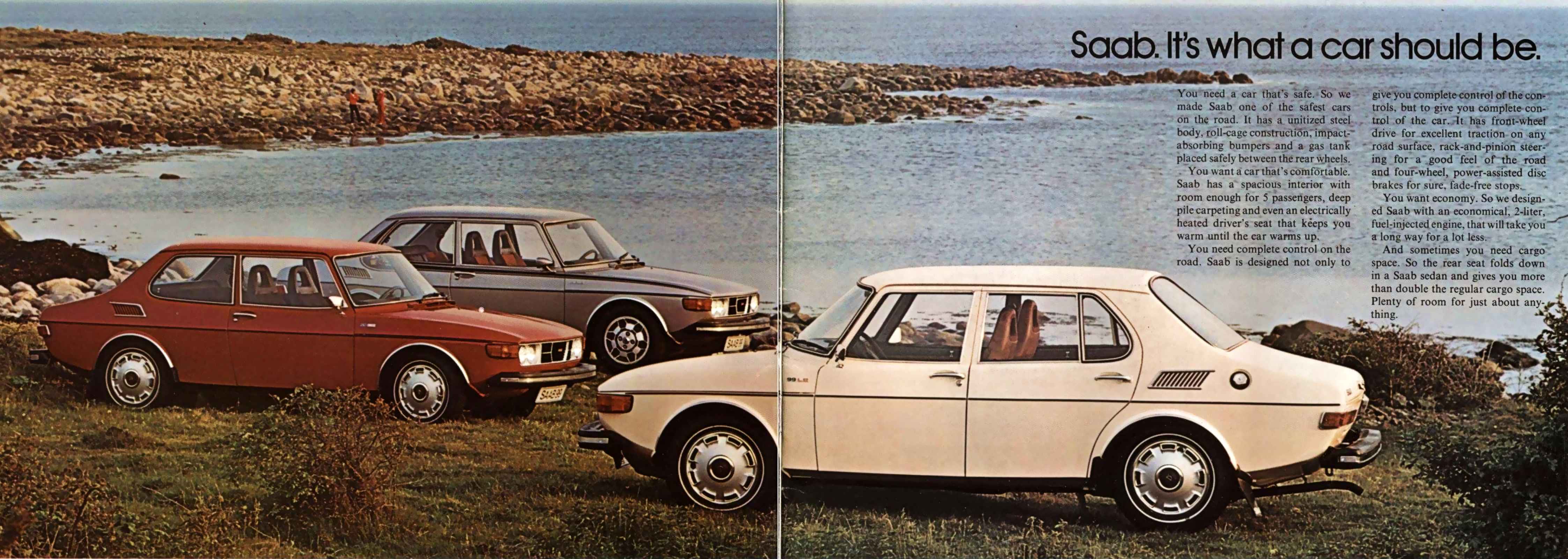
SAAB 99

1975



Saab. It's what a car should be.

You need a car that's safe. So we made Saab one of the safest cars on the road. It has a unitized steel body, roll-cage construction, impact-absorbing bumpers and a gas tank placed safely between the rear wheels.

You want a car that's comfortable. Saab has a spacious interior with room enough for 5 passengers, deep pile carpeting and even an electrically heated driver's seat that keeps you warm until the car warms up.

You need complete control on the road. Saab is designed not only to give you complete control of the controls, but to give you complete control of the car. It has front-wheel drive for excellent traction on any road surface, rack-and-pinion steering for a good feel of the road and four-wheel, power-assisted disc brakes for sure, fade-free stops.

You want economy. So we designed Saab with an economical, 2-liter, fuel-injected engine, that will take you a long way for a lot less.

And sometimes you need cargo space. So the rear seat folds down in a Saab sedan and gives you more than double the regular cargo space. Plenty of room for just about anything.

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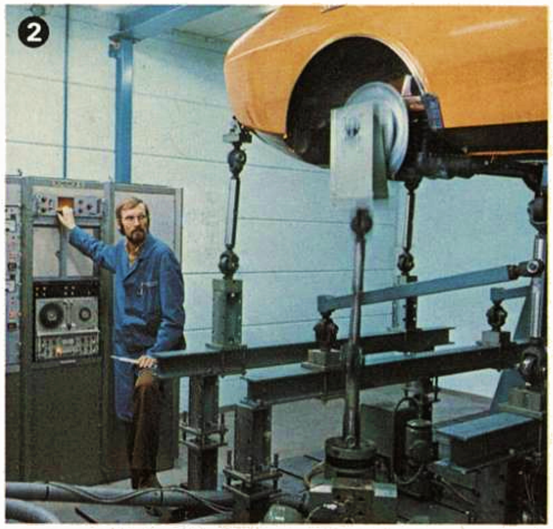

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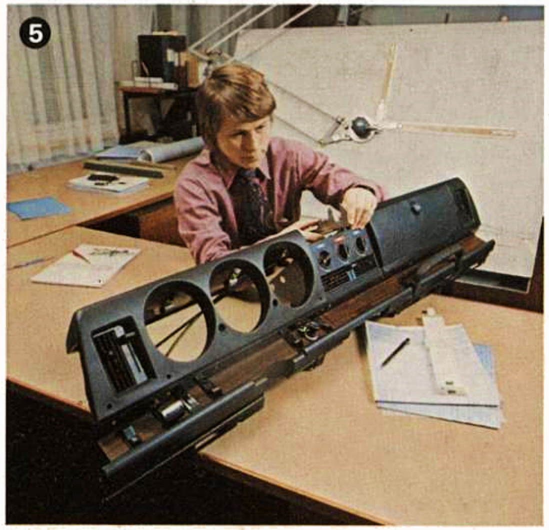

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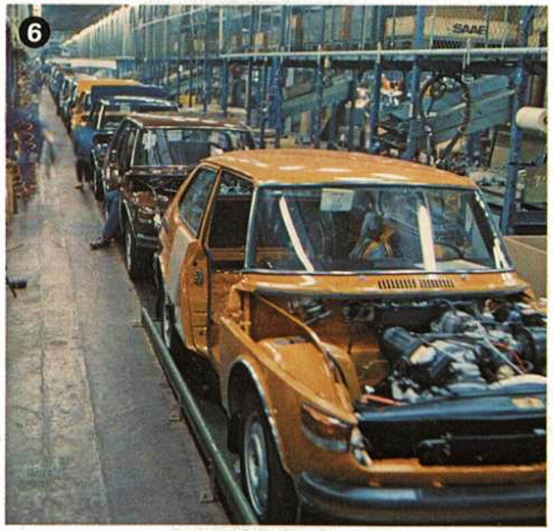

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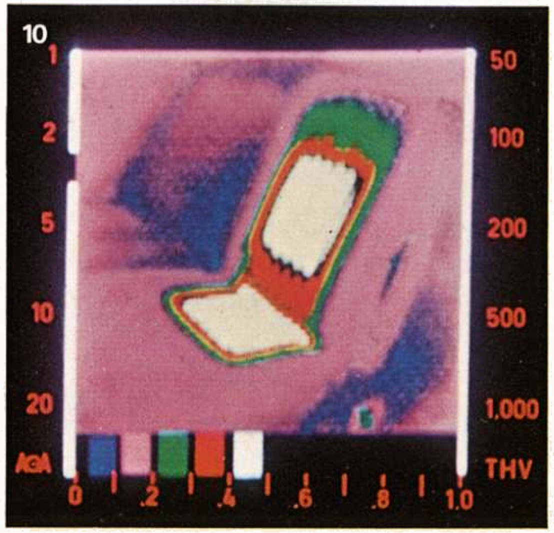
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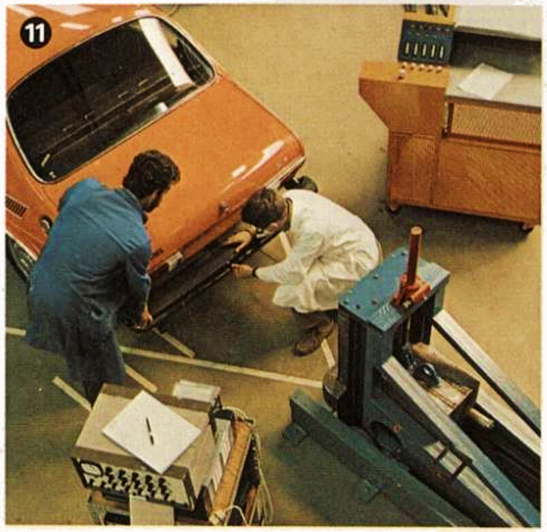

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❶ The passenger compartment in every Saab is surrounded by a roll-cage of steel beams around the roof, in the windshield pillars, along the floor and inside the doors. And the front and rear section of the car are designed to progressively collapse upon impact to protect the passengers.

❷ Road conditions of all types are reproduced by a "hydropulse" simulator. All vital parts of the body and suspension are regularly subjected to severe stresses on this machine to ensure quality construction.

❸ Crash tests against barriers are conducted continuously to determine the resistance of the body of the car and interior trim to impact. And to find ways of improving it—with particular emphasis on protecting the occupants from serious injury.

❹ A large number of operations are involved in providing the body with a protective and attractive finish. All in all, the body metal is given four coats of paint. In addition, the underside of the body and all cavities are saturated with corrosion-inhibiting oil which is also applied to exposed joints in order to provide satisfactory corrosion protection.

❺ All controls and instruments are designed and positioned to give the driver maximum control at all times. The instruments are large, easy-to-read gauges and meters, recessed to avoid glare. To make the instrument panel safe, it is made of a material that "gives" on impact.

❻ The assembly line consists of a number of different zones, each with a foreman who has a clearly defined area of quality responsibility. Standard tests of the brakes, body sealing, electrical equipment, and other components are conducted as routine measures on every car on the assembly line.

❼ Interior safety is highly developed. The inner roof, for example, is made in one piece of fiber-glass and polyurethane foam and constitutes a large impact-absorbing panel extending down over the beams round the edge of the roof. It also provides insulation against heat, cold and noise.

❽ Some components like the doors, hoods, trunk lids, interior trim, drive shafts and rear axle are diverted from the main assembly line and are put together by small groups beside the assembly line.

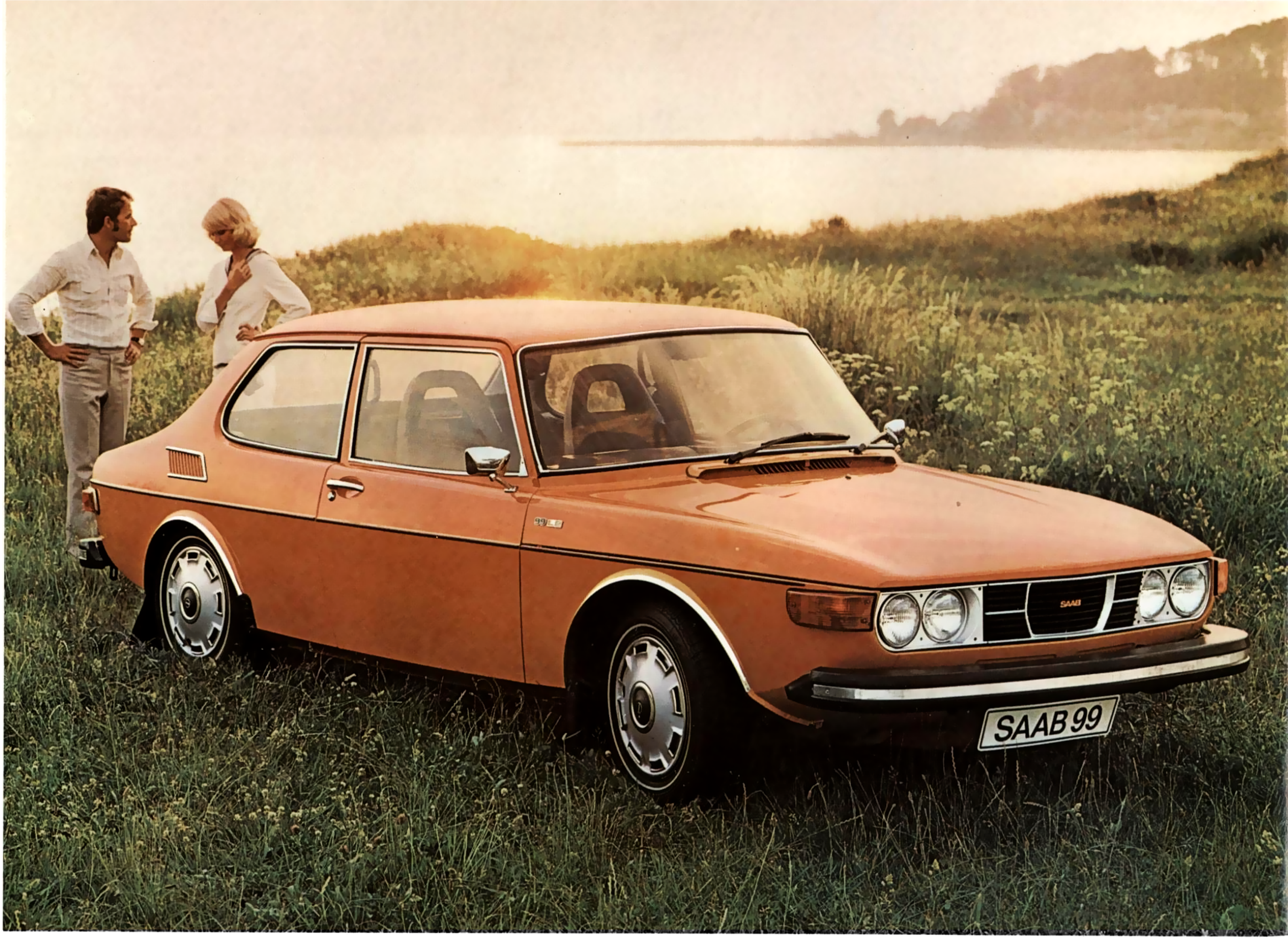
❾ Saab is one of the first car manufacturers in the world to do away with the conventional assembly line. In certain sections, we have replaced it with assembly teams. Groups of 3 or 4 people work together to complete an assembly process from start to finish.

❿ Saab was the first car to introduce the heated driver's seat with automatic heating in the seat cushion and backrest as standard. As soon as the seat temperature falls below 57 degrees, the integral heating elements are switched on when the ignition key is turned on. A thermostat ensures that the heating elements are switched off at a comfortable temperature of 82 degrees.

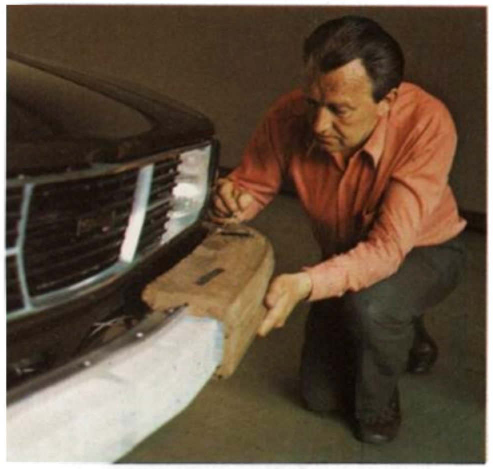
⓫ Our bumpers are constructed of sturdy U-shaped aluminum rails, which hold energy absorbing blocks. Over this assembly is a black rubber covering and a stainless steel belt. The plastic blocks absorb shock upon impact and then return to their original shape.

⓬ All Saab 99's are equipped with power-assisted, four-wheel disc brakes for sure, fade-free stopping—even at high speeds. On 1975 models, the brake pads are larger, to help give better performance and longer life.

It's one of the safest cars on the road.



Saab 99LE, 2-d. Sedan



There's a logical reason for every shape on a Saab. From the aerodynamic shape of the body to the design of the tail light, everything serves a purpose. And so, as in any good design—Saab's form follows its function.

An Aerodynamic Shape.

To give Saab an aerodynamic shape, Saab engineers designed and molded the Saab body with the help of wind tunnel testing.

The resulting shape was shown to lower the drag factor of the car. And the lower the air resistance, the better the gas mileage because the engine doesn't have to work as hard.

The shape also lowers wind noise and helps keep rain off the rear window.

And the shape, together with the weight distribution and traction of front-wheel drive, makes the Saab steady and stable even in very strong crosswinds.

For "Easy in—Easy out".

Every two-door Saab sedan has exceptionally wide doors to allow passengers easy access to front and rear seats.

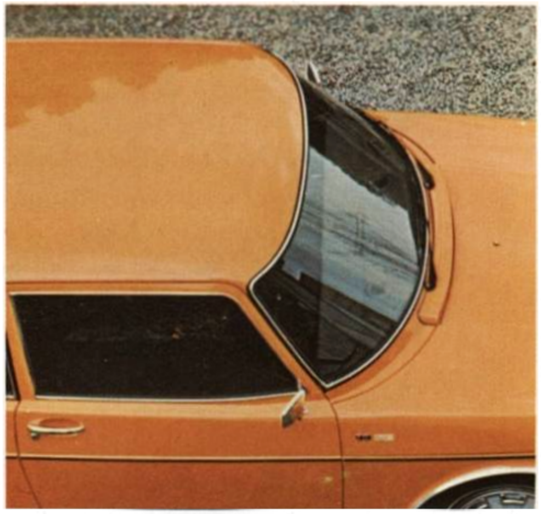
Four doors mean even easier access to the rear seat, especially since the frames of the rear doors follow the shape of the seats.

All Saabs also have recessed door sills to make it easier to step in and out of the car. And since the door sills are completely covered by the door, the sills are more apt to stay clean.

Bumpers That Protect Themselves.

Our bumpers are constructed with sturdy U-shaped aluminum rails, which hold energy absorbing plastic blocks. Over this assembly is a black rubber covering and a stainless steel belt. The plastic blocks absorb shock upon impact, and then return to their original shape. So they not only protect the car, they protect themselves.

Its form follows its function.



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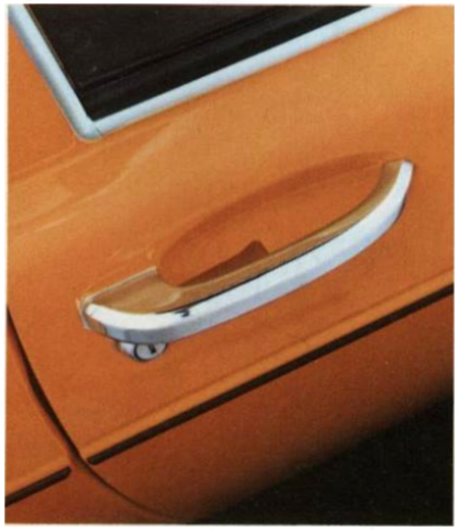
SAAB 99



When you experience our 2-liter, fuel-injected engine, front-wheel drive, rack-and-pinion steering, four-wheel power-assisted disc brakes, you'll really appreciate Saab. Everything is designed to work together to give you complete control on any road.

Front-Wheel Drive.

With front-wheel drive, the steering wheels are the driving wheels. So there's a greater directional stability and you're less apt to skid.

Now, since the rear wheels have no power to transmit, the rear axle can be made very light. This way vibrations from the road surface will not be transmitted up to the passengers.

Front-wheel drive also gives you excellent traction on mud, snow, sand or ice, because the weight of the engine and the transmission are both over the drive wheels.

Rack-and-Pinion Steering.

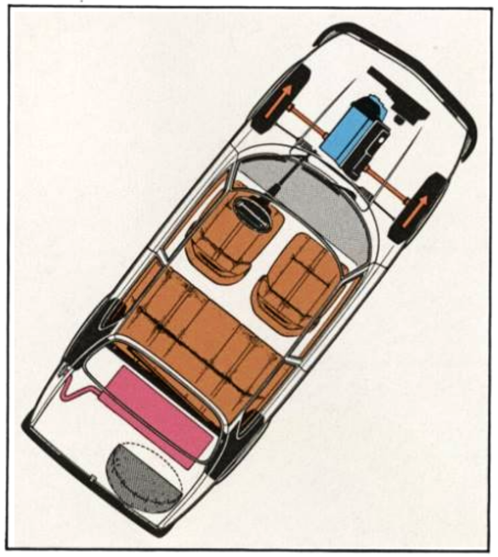
Most cars don't have rack-and-pinion steering. Instead they have a system of gears, shafts and levers connecting the steering wheel to the front wheels. This type of mechanism has a tendency to insulate you from the road.

Rack-and-pinion steering, on the other hand, is a very simple and precise system. It's this simplicity and precision that give you an uncanny feel of the road and the car. Just like a racing car.

More Power for 1975.

Our 2-liter, fuel-injected engine is one of the most powerful engines we've ever built. Yet it runs so clean and so efficient, that it passes the air pollution requirements for 1975 without the use of a catalytic converter or thermal reactor.

Part of the reason for this is our new "CI" mechanical fuel injection system, which distributes the fuel more evenly and more efficiently.



Use Any Ordinary Gas.

In order to meet the 1975 emission control standards, many cars in 1975 will be using catalytic converters.

So they'll require unleaded gas.

Saab doesn't need a catalytic converter so you can use any gas.

Four-Wheel Disc Brakes.

For sure stops, Saab is equipped with power-assisted disc brakes. Not just on the front wheels, like some cars, but on all four.

In the 1975 Saab, the brake pads are larger for an extra measure of safety. The power assistance is increased accordingly.

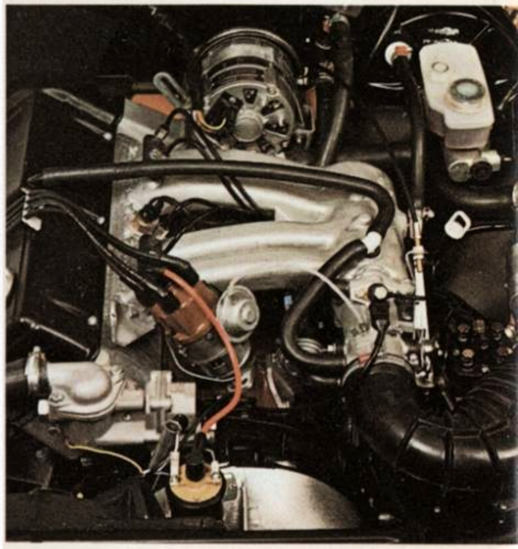
The Hand Brake Works on the Front Disc Brakes.

In every 1975 Saab, the hand brake works on the front disc brakes. And they will never go out of adjustment, because they automatically adjust themselves to the brake pads.

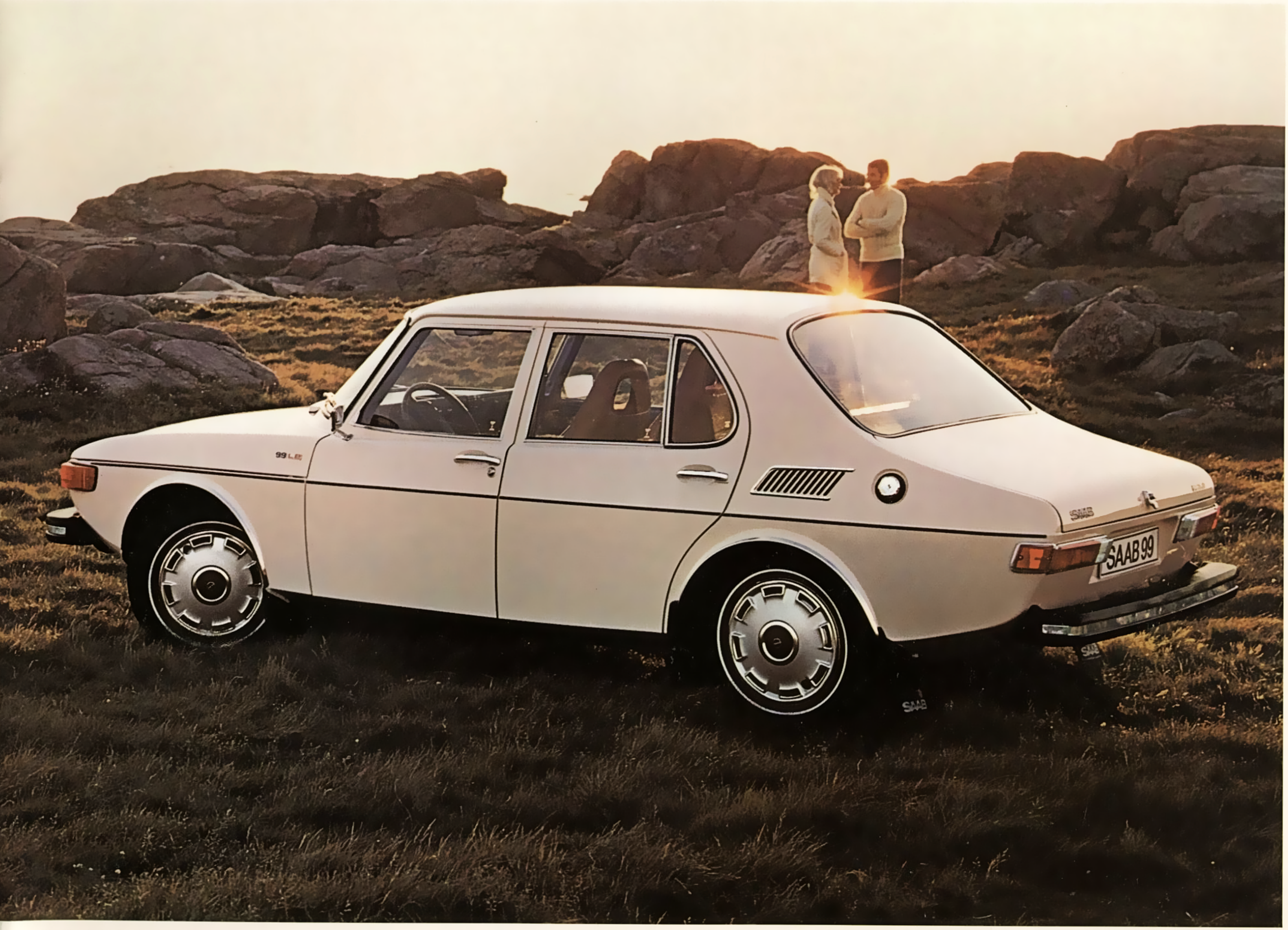
Optional Power Steering.

With automatic transmission, you also get optional power steering to make parking nice and easier.

It's engineered and integrated into our rack-and-pinion steering system for truly comfortable, safe and effortless driving.



To really appreciate a Saab you have to drive it.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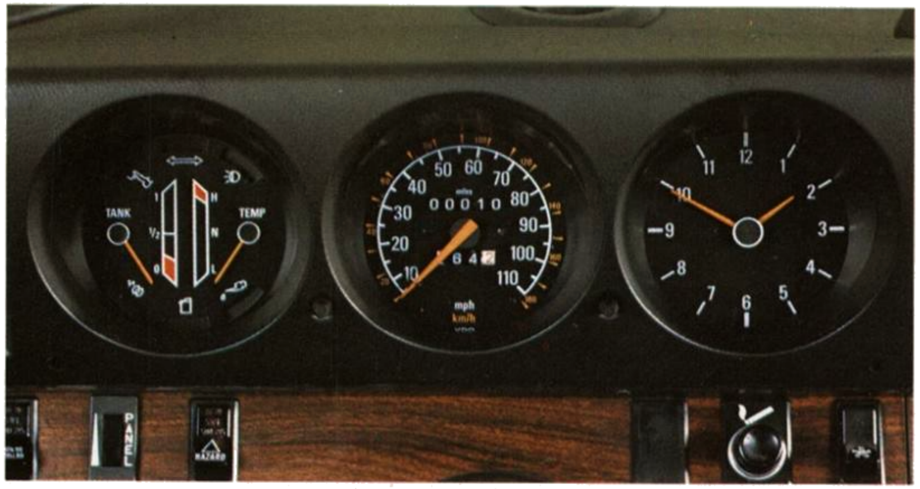
Saab 99LE, 4-d. Sedan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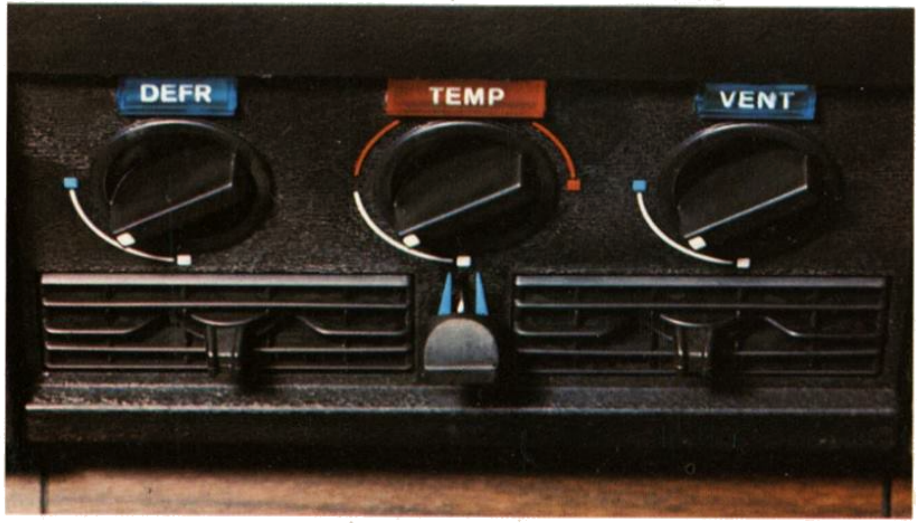
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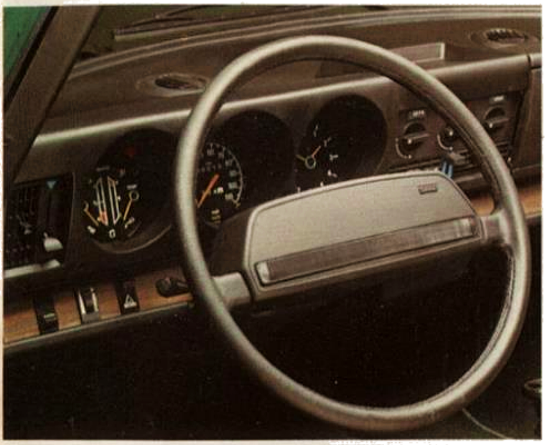
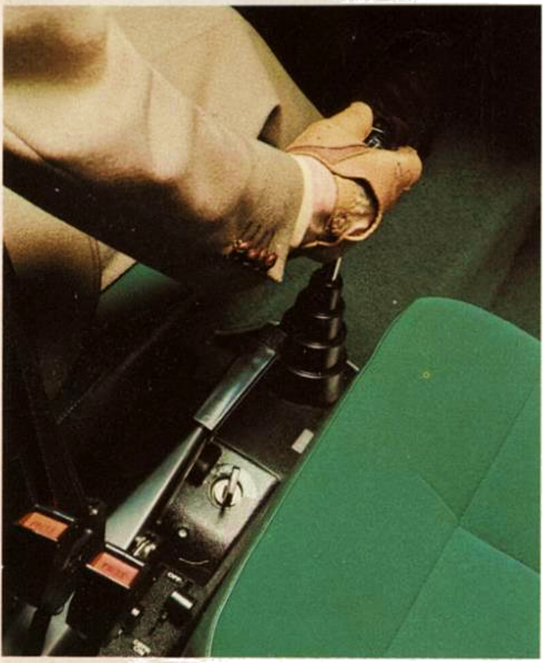




All of the controls in a Saab are designed and positioned to give you maximum control at all times.

The instruments are large, easy-to-read, and recessed to avoid glare.

The shift lever (manual or automatic) and the hand brake are placed in the most natural position—between the seats—for fast, positive action.

The instrument panel controls for heat, ventilation and defrost are designed with large rotary dials. Above each control is a lighted, color-coded indicator that changes color in proportion to the setting of the control dial.

Fully Adjustable Seat.

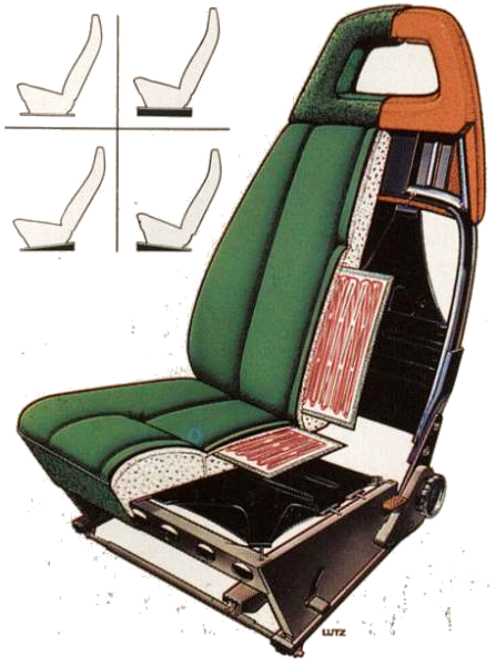
Of course, the driver's seat in all Saab 99's continues to be fully adjustable and fully reclining. In fact, it adjusts to almost as many different positions as your body. So it will be comfortable on those long trips you have been planning.

Integral Head Restraint.

Our seats have head restraints that are an integral part of the seat. So they can't be moved to an ineffective position.

And the hole in our head restraint lets the driver see out the back and lets the rear-seat passengers see out the front.

Both front seats have a built-in elastic lumbar support to give your back extra support where it really needs it—in the small of the back.



Electrically Heated Driver's Seat.

The driver's seat in all Saab 99's has thermostatically controlled heating elements (like an electric blanket) built into it. So on cold mornings, the seat keeps you warm until the heater warms the car.

If the temperature of the seat is below 57 degrees F., the electric heating elements are switched on as soon as the ignition key is turned on. They are switched off when the temperature reaches a comfortable level of 82 degrees F.

Inertia Seat Belts.

In the front seats, with Saab's inertia safety harness, one easy motion pulls a belt across the shoulder and lap so it can be fastened to a mounted buckle between the seats. With the harness on, you have freedom to move around in your seat. But in the event of a sudden stop, the inertia safety harness will instantly lock and hold you securely. Also the three rear-seat passengers have their own belts.

The controls of our car give you more control on the road.

Looking at a Saab from the outside can be deceiving because you expect to find a compact car on the inside. Instead, you find a huge interior. One with lots of head room, leg room, and elbow room.

One thing that helps us do this is front-wheel drive. Since front-wheel drive eliminates the driveshaft tunnel, there's more room for the driver and passengers.

Another thing that helps is our sensible roof line. It gives us more rear-seat head room than just about any other car in our class.

Behind the huge amount of room for people, you'll find plenty of room in the trunk. 23.3 cubic feet, to be precise.

On a Long Trip, You Find Out How Comfortable a Car Really Is.

When you're driving on a long trip somewhere, we think you should feel as fresh when you arrive as when you started out.

So we engineered our car with seats that adjust to virtually as many positions as your body. Including fully reclining.

We made our seats with a beautiful, soft-but-tough nylon velour that won't stick to your skin in the summer. Or freeze you in the winter.

We designed our ventilation system to continuously change the air around you. (Of course, optional air-conditioning is available.)

And we gave our car big, sunny windows. Not just to give you a better look at the scenery, but also to give you a better look at the other cars around you.

A Comfortable Rear Seat.

There's more elbow room in the back of a Saab than in lots of full-size domestic cars. We think the people in the back should feel as comfortable as the people in the front.

Our Rear Seat Folds Down.

When you're not carrying people around in the back seat of a Saab, you can carry other things.

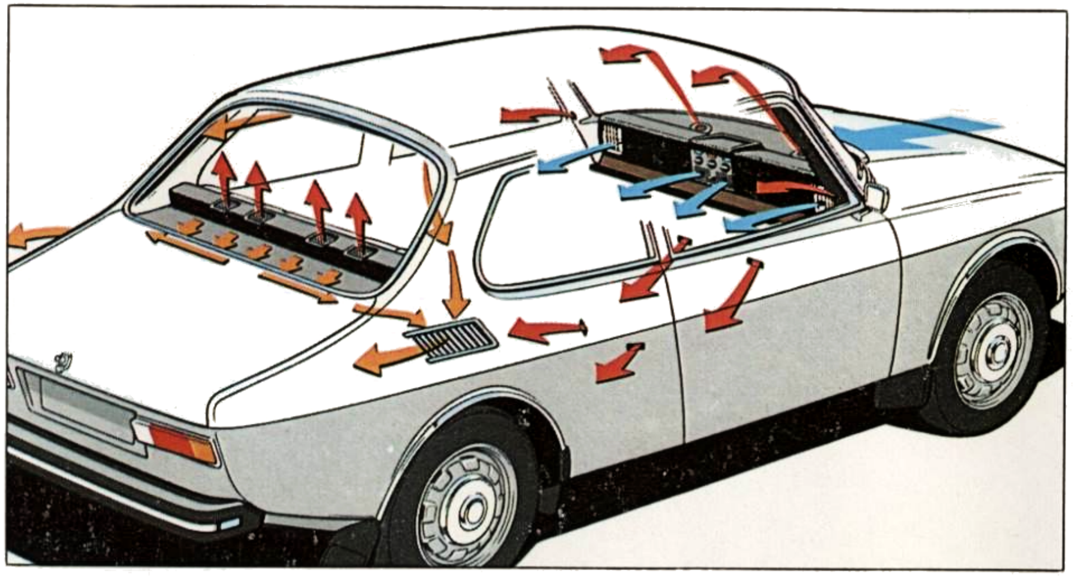
In less than a minute, you can fold down the rear seat (without tools). The trunk space more than doubles in volume and the flatbed length goes to 67.7 in.

A Ventilation System That Does More Than Keep You Cool.

Our multi-vent ventilation system was designed not only to keep you cool, but also to help keep you awake. It continuously changes the air around you, and the defroster system clears up both the windshield, the front side windows and the rear window. Fast.

Passengers in Back Can Control the Temperature in Back.

Temperature controls for back-seat passengers and for the rear-window defrosters are placed in the center console between the front seats.



To be comfortable you need more than a little extra elbow room.

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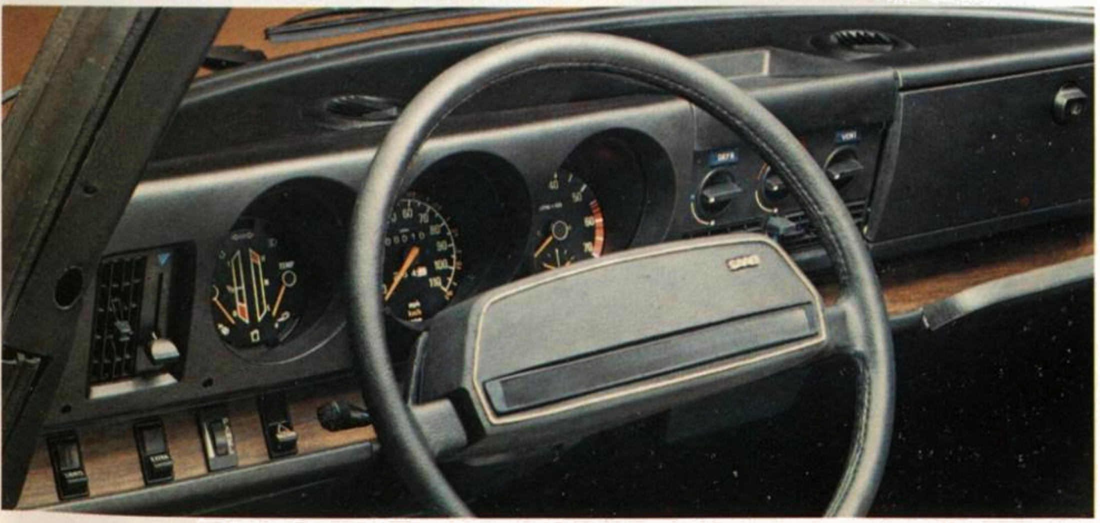


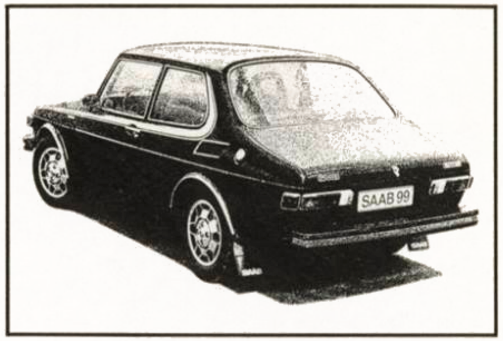
For those people who want a little more luxury and sportiness in their Saab, we made the Saab 99 EMS.

First, we painted the body in "Sterling Silver Metallic" for a very sporty, distinctive look. Then we designed a special luxurious interior just for the EMS, and equipped the car with steel-belted radial tires, cast-aluminum wheels, a tachometer and clock, side moldings, color-coordinated outside mirrors, specially designed door panels made of shock-absorbing, sound-deadening material, a rear seat center armrest and a bright polished gold-colored Saab emblem in the center of the grille.

A Luxurious Interior.

The interior of the Saab 99 EMS has its own, individual design. The seats are upholstered with a special fabric. The upholstery is accented by dark brown vinyl strips. In the center of the back seat you'll find a fold-away armrest.

For added safety the door panels and the rear interior panels are made of energy-absorbing polyurethane foam with armrests integrated into the units. The door handle is recessed into the front portion of the armrest and actuates the lock through torsion rods—a design which is capable of withstanding a serious sideswipe.



The Performance Of a Sports Car.

The Saab 99 EMS engine is a 2-liter, fuel-injected, overhead cam engine. Coupled to its manual, four-speed gearbox, the Saab 99 EMS accelerates from a standing start to 60 mph in less than 12 seconds.

As Sensible As It Is Sporty.

The Saab 99 EMS has many unique features that make it a very sporty car. And many features that make it a sensible sedan as well. Things like a trunk with plenty of room. And things like roll-cage body construction with steel supports for the roof and heavy steel beams in the doors for strength and safety.

The Saab 99 EMS is everything you want in a sports car sedan.

Impact-absorbing bumpers that protect the car. And themselves.

Front and rear sections designed as energy-absorbing impact zones.

Large, 5-quarts washer fluid reservoir.

Headlights that turn off when you turn your key off.

Dimmer switch on steering column.

Hazard-warning lights.

Plug-in system for checking the ignition settings.

Diagonal dual-circuit brake system.

4-wheel disc brakes. Large brake pads.

Self-adjusting hand brake that acts directly on the front discs.

Large 15″ wheels with radial tires.

Door sills of extra thick steel. Corrosion protected inside.

Heavy-duty longitudinal protective beams inside the doors.

Body side moldings.

Map pockets on inside of front doors.

Cigarette lighter.

Glove box lighting.

Impact-absorbing padding on instrument panel, windshield pillars, along lower edge of side windows, at rear of front seat backrests and on the whole steering wheel.

Deeply curved windshield of tough laminated glass.

Defroster for front side windows and rear window as well as windshield.

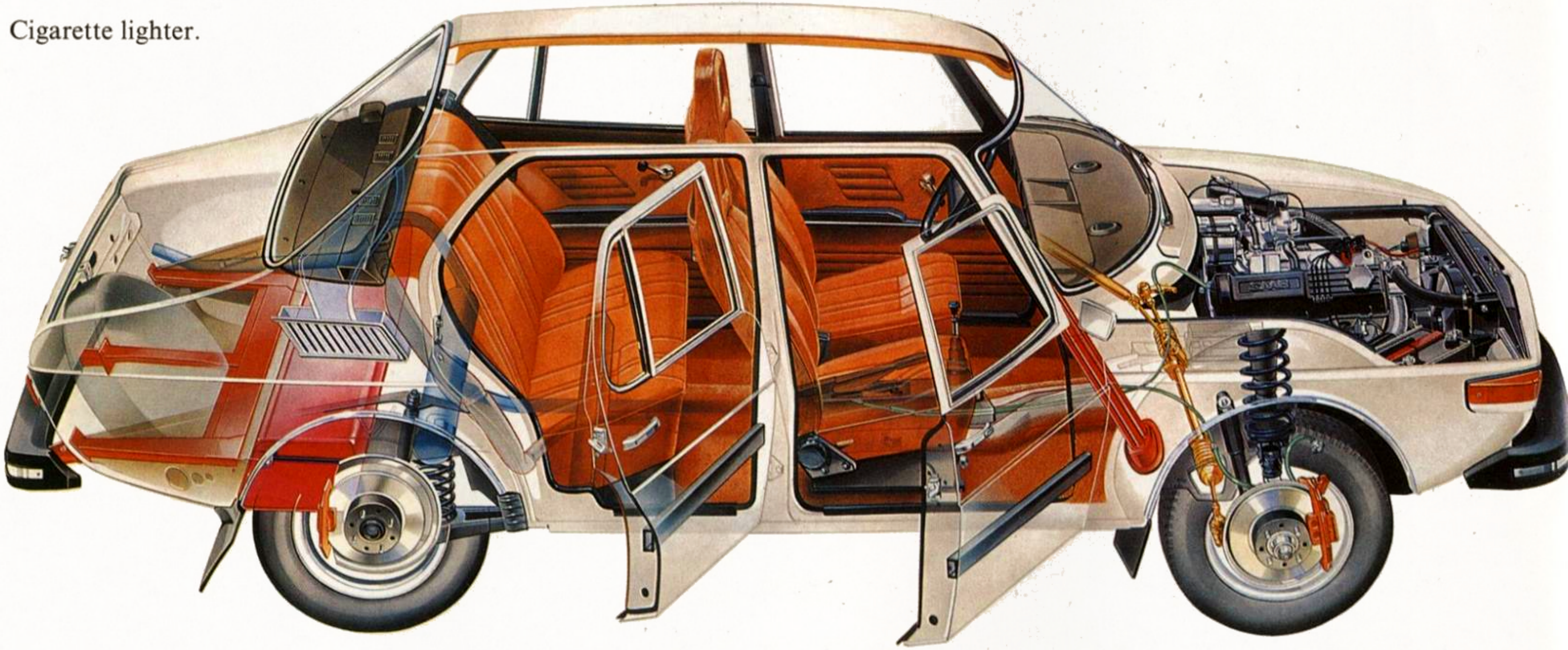
Doors fitted with safety locks. Child-proof locks on rear doors.

Inertia seat belts.

Electrically heated driver's seat.

Safety reflectors on edge of driver's side doors.

Lightweight one-piece rear axle. Low unsprung weight.



Pivoted front springs.

Rack-and-pinion steering. Telescopic steering column.

Steering unit located at rear of engine compartment.

Well-protected brake lines.

Large clock.

Map-reading lamp.

Warning lamps:
Fasten seat belts
Low oil pressure
Battery charge
Hazard-flasher
Brakes
Low fuel
Direction indicators
High beam

Indirectly-illuminated controls with clear markings.

Electric windshield washers.

Two-speed windshield wipers; switch on steering column.

Impact-absorbing molded inner roof lining that gives insulation against heat, cold and noise.

Efficient heating and ventilation system. Automatic no-draft flow through ventilation. Thermostatically-controlled.

Heavy-duty, integral steel sections in windshield pillars. Reinforcing steel rail around edge of roof.

Driver's seat reclines and is adjustable for height.

Fuel tank in safest possible position—between the rear wheels.

Back up lights.

Technical data and specifications.

Engine.

The Saab is equipped with a 4-cylinder water-cooled, single overhead cam, two-liter engine. The cylinders are inclined 45° to the right. The engine has five-bearing crankshaft and camshaft, full-flow oil filter, closed-circuit crankcase ventilation, crossflow radiator with separate expansion tank and a thermostatically-controlled electric cooling fan.

Bore: 3.54 in.
Stroke: 3.07 in.
Piston displacement: 121.1 cu.in.
Net horsepower, SAE:
118 hp (87 kW) at 5500 r.p.m.
Torque: 123 lb.ft. (167 Nm) at
3700 r.p.m.
Compression ratio: 9.2:1.
Injection: Bosch, system CI.
Fuel octane requirement: 97 RON.
Fuel tank capacity: 14.5 gals.
Cooling system capacity:
8.4 quarts.
Alternator: 55 A.
Battery: 12 V/60 Ah.

Manual Gearbox.

Drive from engine to gearbox is via a single dry plate clutch. The gearbox is designed for front-wheel drive and is located beneath the engine, where it forms a unit with the differential and inboard universal joints.

Overall gear ratios: First gear 13.37:1, second gear 8.06:1, third gear 5.41:1, fourth gear 3.89:1, reverse 14.70:1. Final drive: 3.89:1.

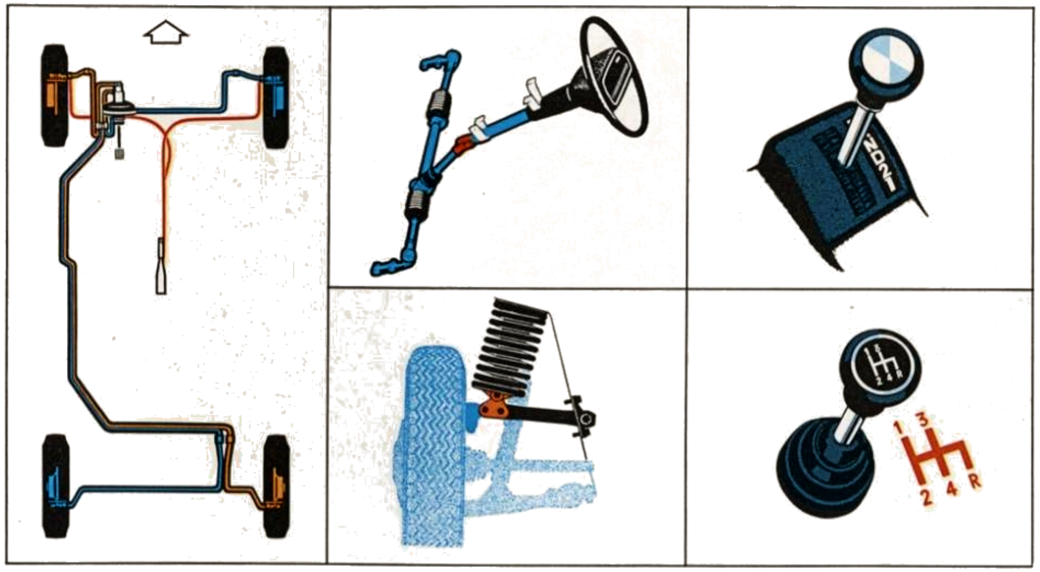
Automatic Gearbox.

With a Saab automatic transmission, drive from the engine is via a hydraulic torque converter. The torque multiplication varies between 1.91:1 and 1:1. A chain drive transmits engine output from the torque converter to the smooth-working Borg-Warner automatic gearbox. Transmission gearing between engine and wheels: Drive 17.29 – 3.79, second 17.29 – 5.49, first 17.29 – 9.04. Reverse 15.13 – 7.92. Final drive: 3.89:1.

Steering.

Rack-and-pinion steering is featured on every Saab 99. The steering box is oil-filled and, for reasons of safety, located well back in the engine compartment. The steering column is provided with two universal joints and is also telescopically collapsible.

The turning radius is 17 feet and the number of steering wheel turns from lock to lock is 4.1.



Brake System.

The hydraulic brake system is split diagonally into two independent circuits. Servo-assisted disc brakes act on all four wheels. All brakes, including the hand brake, are self-adjusting on every Saab 99. The hand brake acts directly on the front discs. Total swept area of brakes is 379 in^2.

Wheels.

The Saab 99 LE is equipped with steel disc wheels of rim size 4½ J FHA × 15″. The EMS has die cast aluminum wheels with rim size 5 J FHA. All models are equipped as standard with tubeless steel belt radial ply tires. Tire size: 165 SR 15.

Suspension.

Front wheel suspension consists of V-shaped swing arms and pivoted coil springs. Owing to their pivoted mounting, the springs are always straight. Rubber suspension stops are fitted both front and rear. The one-piece rear axle is entirely free from heavy power transmission components. It is guided longitudinally by two leading and two trailing arms and transversally by a Panhard rod. Double-acting telescopic shock absorbers are fitted all round.

Electrodip Priming.

Primer is applied by the electrodip method. The body is lowered into a bath of primer paint so it will penetrate into all corners and cavities. An electric current is then induced so the primer will adhere to all metal surfaces.

To provide further corrosion protection, all exposed parts and cavities are sprayed with corrosion-inhibiting oil. This oil treatment covers some 30 points on the body as well as the entire underside of the car, where the oil adds to the protection given by the underbody compound.

Bumpers.

Compressible cellular plastic blocks are fitted on the front of an extra strong U-section aluminum rail. The outer casing consists of tough weather-resistant rubber. Heavy-duty brackets and reinforcements in the body enable the bumpers to absorb impact energy from collisions at low speed.

Standard Equipment on Every Saab.

Every Saab comes as standard with the following:

Clock.
Cigarette Lighter.
Indicator for set parking brake.
Brake warning light.
Anti-glare internal rear view mirror.
Spacious pockets inside the front doors.
Deep-curved windshield of strong laminated glass.
Reflectors on the edges of the doors on the driver's side.
Four-corner flasher warning system.
Tinted glass all round.

External Dimensions.

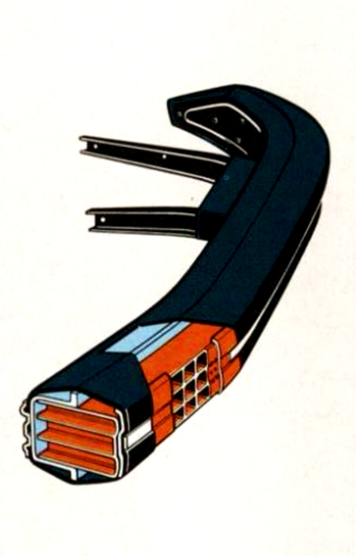
Overall length: 174 in.
Overall width: 66.5 in.
Height, unladen: 56.7 in.
Wheelbase: 97.4 in.
Track, front, 99 LE: 54.7 in.
Track, front, EMS: 55.1 in.
Track, rear, 99 LE: 55.5 in.
Track, rear, EMS: 55.9 in.

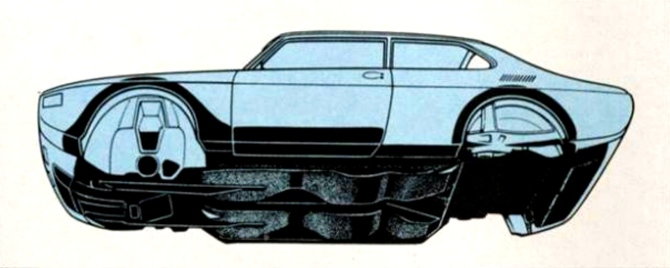
Internal Dimensions.

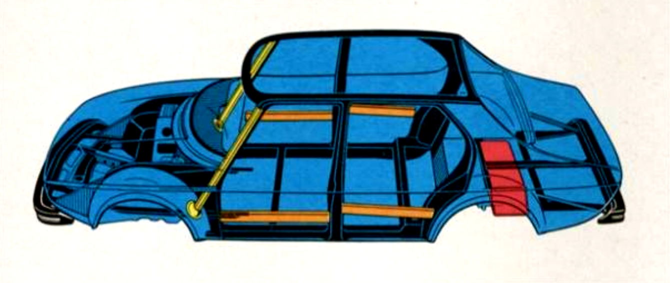
Seat to roof, front: 38.4 in.
Seat to roof, rear: 37.7 in.
Elbow width, front, 99 LE: 54.3 in.
Elbow width, front, 99 EMS: 53.9 in.
Elbow width, rear, 2-door: 60.6 in.
Elbow width, rear, 4-door: 55.9 in.
Regular trunk capacity: 23.3 cu.ft.
Max. load volume: 45.9 cu.ft.
Load length with rear seat folded down: 67.7 in.

Weights (approximate).

Kerb weight: 2560 – 2760 lb.
Total weight: 3490 – 3690 lb.
Weight variation depends on model configuration.







Color Range, 1975.

(Colors are shown in the following order: paintwork, seat, side trim, carpet.)

BODY / INTERIOR	Manila brown	Moss green	Cinnamon	Lake blue	Reddish brown
1. Sunset orange	● ◐ ○				
2. Sienna brown	◐ ○		●		
3. Emerald green		● ◐ ○			
4. Coral white			● ◐ ○		
5. Carolina blue				● ◐ ○	
6. Solar red	● ◐ ○				
7. Sepia metallic	○		● ◐		
8. Sterling silver metallic*)	◐ ○				●

● = seat
◐ = side trim
○ = carpet

*) On the EMS only.

The manufacturer reserves the right to make changes at any time and without notice.

SAAB-SCANIA
Saab Car Division · Nyköping, Sweden

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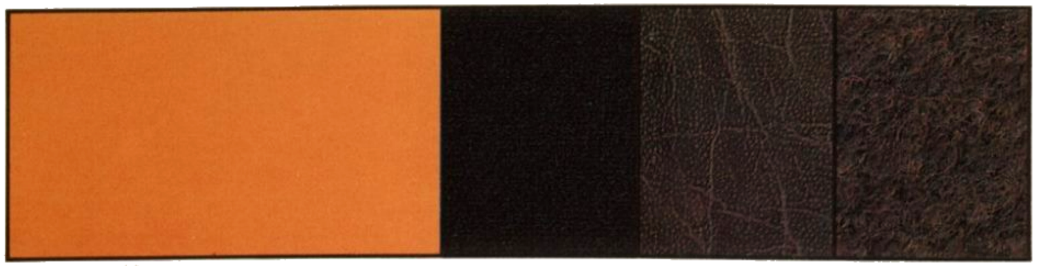
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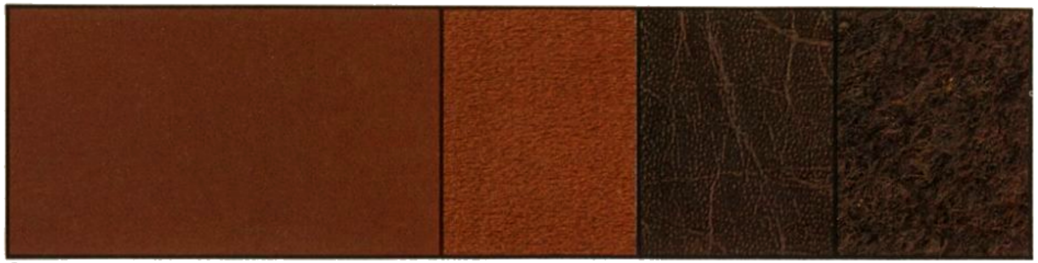
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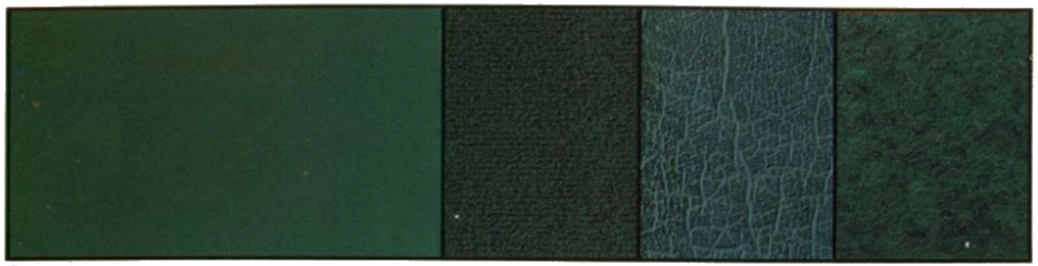
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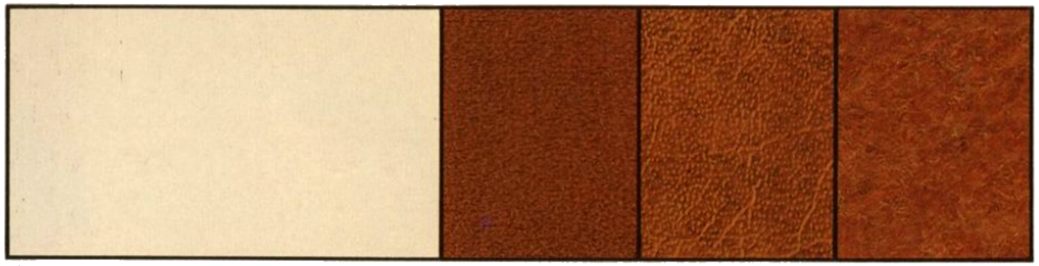
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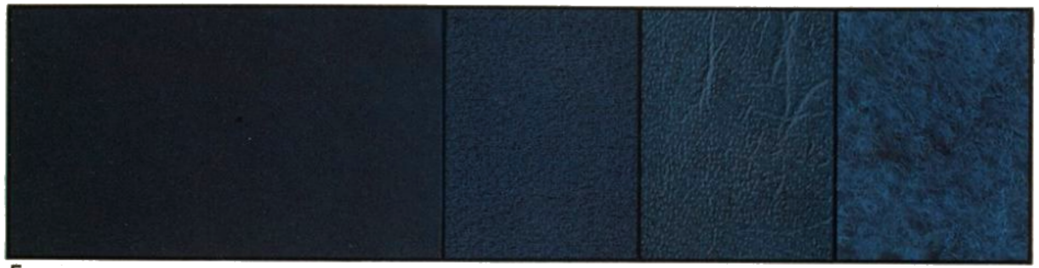
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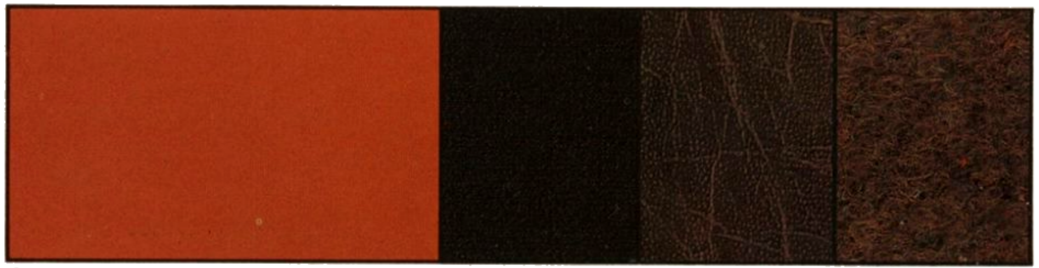
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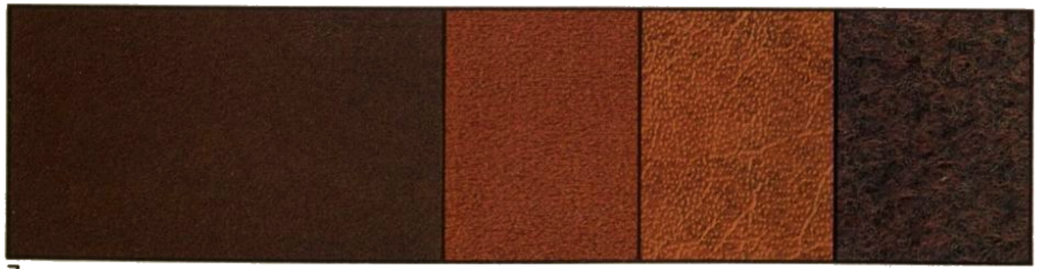
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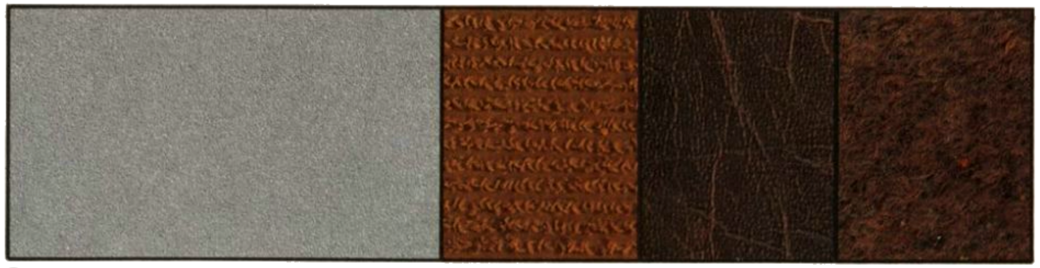
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SAAB
SAAB 99